

Barry Donaher taking the mental game of radio sailing to the next level. You have to have your mind right to sail right – right? For the second year in a row Barry and Cyndee have the good sense to hang out in the Pacific NW in the late summer hiking, radio sailing, etc. Destinations included the Olympic Peninsula and Saltspring Island, and now they are at Deception Pass State Park with Bowman Bay radio sailing every Wednesday and Sunday. Photo Cyndee Donaher.

Gig Harbor MYC Regatta #6 – IOM Class (August 12, 2017 at Surprise Lake)

Bob Wells Reporting & Jerry Brower Scoring:

What is it with the Seattle weather? Record rain from Oct. to April 2017 (from records since 1895!) and now 55 plus days without rain, besting the old record of 51! I'm not complaining, with the top down on my roadster every day for almost 2 months – in Seattle! And the weather was great for our little regatta too, as the thick smoke from the BC fires that has been hanging around for about 10 days was blown away with a nice cooling southwesterly. Our Surprise Lake wind was predominately from the SW for our 4 hours of sailing, but this being Surprise Lake we had our “surprising” shifts and gaps in velocity. Velocity was mid-A and below, and we had fewer wind holes than usual here. Joe gets the win, as he was the most consistent this day.

What was different was our light turn-out of only 7 skippers, maybe the smallest in a few years. I've heard a few excuses for being absent, but the best one belongs to our new guy Darrell Peck. He was busy winning the 2017 Finn Toilet Bowl (NAs) in Willow Bank Yacht Club in Cazenovia, NY. For the “lucky seven” it was a great day of sailing. The starts and mark roundings weren't as congested, but they were definitely congested. We could usually see the marks, the big advantage of fewer boats. Finishes were often in doubt until the end, when the fickle wind picked a winner and the pack followed closely.

After the regatta, the “lucky seven” went to our favorite nearby Mexican Restaurant to finish the regatta with some lively sailing discussions. Thank you to Daryl Ruff for hauling the regatta gear and Mike Hansow for setting and retrieving the buoys. I enjoyed the camaraderie of this day and my radio sailor thumb had a nice tune-up. Bill Wilson also enjoyed a nice long Boxster drive with the top down in addition to the sailing.

Results after 19 Races with Three Throw-outs:

Place	Skipper	Sail	Home Port	Hull	Score
1	Joe D'Amico	86	Sequim	V10	37.0
2	Bob Wells	7	Mercer Is	Kantun S	45.0
3	Jerry Brower	33	Lake Stevens	britPOP!	52.0
4	Daryl Ruff	67	Fife	Kantun SMX	57.0
5	Steve Young	73	Tacoma	CHEINZ	62.0
6	Mike Hansow	53	Renton	V10	63.0
7	Bill Wilson	69	Port Ludlow	Kantun SMX	75.0

Hosted by Gig Harbor Model Yacht Club. Roll your own scoring.

Full Results here: <http://www.ibextrax.com/RC2017/Results/0812GH.pdf>



Mystic IOM Regatta hosted by Mystic River Radio Sailors.

Mystic IOM Regatta (August 5, 2017 at Mystic Seaport, CT)

By Chuck Luscomb,

Thank you everyone for coming to our one-day Mystic IOM Regatta. Despite questionable wind and rain at the start, we had 11 boats and were able to get 16 races in over the course of the day. Not too bad. Most came prepared so no 5 min holds were requested, but we had a new version - the "one-minute" hold. Only one course change, which was also good.

The Seaport is a wonderful location for these events and with the new changes to the North Gate, access could not be easier. The river is tidal with current and our typical wind is SW 8-10, which makes for some excellent sailing. There were compliments from the Seaport on our organization and several positive comments from the museum guests as well. All good.

Racing was very close in points from 2nd to 5th as well as 6th-8th. Our collection of boats ranged from current designs to much older. The surprise was Dave Ramos, who I am pretty sure has never sailed an IOM before, showing up with a Cockatoo that has not been sailed in at least 5 years. He was able to figure out the tuning and was able to mix it up with the leaders throughout the regatta ending up 4th. Eddie Wolfe also did well with Don Martin's own MIOI built in 2002. In the end, it was the BritPops that ruled the waves coming in 1st with Chuck Luscomb, 2nd with Michel Roure, and 5th with Roy Langbord. Jon Elmaleh, sailing his own design was in the hunt all day and placed third only one point behind 2nd!

Local coverage: <http://www.theday.com/local/20170805/in-class-of-their-own-model-yachters-take-to-seaport-waters>.

Let's keep the momentum going and announce the next events date and location to be hosted by Hartford Model Yacht Club and Bob Shluger at Wethersfield Cove. Best to all and thanks again!

Mystic River Results after 16 Races with Two Throwouts:

1 Chuck Luscomb	Brit Pop	21pts
2 Michel Roure	Brit Pop	52pts
3 Jon Elmaleh	His design	53pts
4 Dave Ramos	Cockatoo	56pts
5 Roy Langboard	Brit Pop	59pts
6 Eddie Wolfe	MIOMI	77pts
7 Bob Shulger	Widget	77pts
8 Brian Kerrigan	Alternative	83pts
9 Fred Biebesheimer	SC4	107pts
10 Peter Huttemeier	Mad Max	130pts
11 Bill Dempsey	Bandit 1	32pts

Deception Pass MYC Sunday Regatta– IOM Class (August 6, 2017 at Bowman Bay, WA)

Larry Stiles Reporting & Scoring:

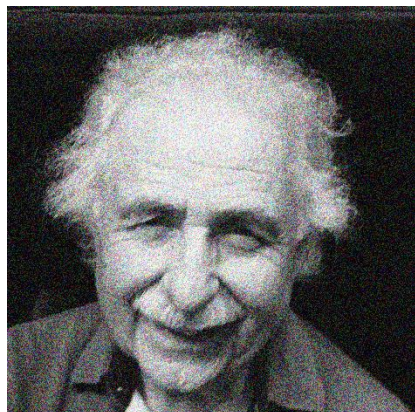
Amazing visuals today. The smoky haze from the Canadian and what was left of the local fires mixed with some good old Salish Sea fog to blot out the sun and make the horizon completely disappear. From our view point boaters would magically materialize from the invisible shore, noiselessly drift past us and then vanish again into the swirling mist. Sometimes they would stop and watch, like wolves assessing a buffalo. The best ones were a rather ample young woman, resplendent in her blue swim suit, on a paddle board gliding from right to left with no trees, no water, no horizon. Just an endless curtain of dirty white. Like a pleasing Christmas tree ornament hung in front of a not quite white bed sheet.

Interesting to be sure, but not so as to distract us from our task; to participate in some of the best racing yet. Light but very steady wind produced a situation made to order for some of our older boats. Bill's V7 was dependably fast downwind and Vic and his trusty Widget was as happy as Donald at a beauty pageant.

On another matter; the fate of our beloved Bowman Bay Pier is hanging in the balance. Please read the attached newsletter and respond the article entitled "Piering into the Future". The link to the newsletter: www.deceptionpassfoundation.org/wp-content/uploads/current2017-07.pdf.

Please send your response to: Jack.Hartt@PARKS.WA.GOV. This is the real deal. A lack of response will indicate a lake of interest and before you know it one of the best racing venues in the country will be gone.

Position	Skipper	Sail #	Club/City	Hull	MYA No.	Score	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	Larry Stiles	64	Sedro Woolley, WA	BritPop!		28.0	2.0	4.0	4.0	2.0	3.0	1.0	4.0	2.0	1.0	1.0	1.0	6.0	3.0	1.0	3.0
2	Vic Childs	98	Anacortes, WA	Widget		36.0	4.0	2.0	2.0	7.0	2.0	4.0	1.0	3.0	6.0	4.0	2.0	4.0	1.0	3.0	4.0
3	Joe D'Amico	86	Sequim, WA	V10		39.0	1.0	1.0	1.0	1.0	4.0	2.0	2.0	9.0	2.0	6.0	3.0	2.0	5.0	9.0	10.0
4	Jerry Brower	42	Lake Stevens, WA	BritPop!		40.0	10.0	10.0	10.0	3.0	1.0	3.0	3.0	1.0	5.0	2.0	6.0	1.0	2.0	2.0	1.0
5	Bill Willson	69	Port Ludlow, WA	Kantun SMX		61.0	5.0	7.0	8.0	4.0	8.0	7.0	6.0	4.0	3.0	3.0	5.0	7.0	4.0	4.0	2.0
6	Bill Matheson	10	Anacortes, WA	V7		65.0	3.0	3.0	3.0	5.0	5.0	8.0	7.0	5.0	8.0	8.0	4.0	3.0	6.0	5.0	10.0
7	Dennis Pittis	57	Clinton, WA	Malteser		71.0	7.0	5.0	5.0	6.0	6.0	5.0	5.0	8.0	4.0	5.0	9.0	5.0	7.0	6.0	5.0
8	Steve Sutton	38	La Conner, WA	V9		94.0	6.0	6.0	6.0	8.0	7.0	9.0	8.0	6.0	9.0	7.0	7.0	10.0	9.0	8.0	7.0
9	Jack Pulliam	43	Oak Harbor, WA	V10		98.0	8.0	8.0	7.0	9.0	9.0	6.0	9.0	7.0	7.0	9.0	8.0	8.0	8.0	7.0	6.0



Ask Albert: This is our column to learn more about sailing IOMs, including building, preparation, design, and race management. We have a radio sailing genius in our club, Joe Damico, and we intend to share some of his knowledge here. Joe's likeness to Einstein is a happy coincidence that we don't mind having fun with, and maybe it will add credibility to this?

Question #3: *Albert, I am having a heck of a time tying my main to the mast with string. It can't be this hard to get the length right, but mine end up either too tight or way too loose. My Mylar main looks shitty because of the uneven ties. What am I doing wrong, besides cussing when my mast ties end up crappy. Knotted Up in Kennewick...*

Answer for Knotted Up in Kennewick: Your instinct is correct, tying the sail to the mast with luff ties (cord loops) is one of the easier tasks in IOM maintenance. I think a few tips is all you will need to have great luff ties easily and quickly, and then your main can set properly. And there are alternatives, which I'll share too:

#1 Luff Ties with cord: Most top guys choose this method, which works well with or without the mainsail luff line or jackline. My guess is you are using a slippery cord that won't hold the knot while you fix it with CA glue. The image below shows the cord and tools Bob Wells uses for this task, as he was kind enough to create it for this article. Bob's cord is much stronger than necessary, but he says it knots and performs well (and he uses it for his sheets so it is always on hand). He wished it didn't shrink though (but Bob needs to spend more time on his boat in the shop so anything that encourages that is always good).



Here's what Bob Wells uses for making his luff ties: The cord (L) shown is a fused Spectra that ties well (20 lb. is fine too); next are cutting tools (a good scissor from Fiskars or Joe's new favorite - Boomerang BTC233 The Snip Braid Cutters); Next are hemostats to tighten the knots (small pliers work too), and finally CA with wood or metal applicators on the clear plastic we drop the CA on. Not shown is the small awl used to pry the knot open if it was too tight. Bob Wells image.

GOAL: For a good mainsail set you want to achieve a consistent sail to mast gap of 1.5-2mm with your luff tie. Note that the cord shrinks, so one of your pre-regatta checks is to see if the loop has shrunk to the point it needs to be replaced.

PROCESS: Tie a square knot with the loop a bit larger than you want, then fine adjust (tighten) the knot and loop diameter using a pair of hemostats (or pliers) to where you want it. Proper luff tie cord is just sticky enough to maintain the knot while you complete the task. If you over-tighten, just pry the knot open to where it is right. Repeat as necessary. This is intuitive and simple with the proper cord and tools.

Complete the task with a small amount of CA to secure the knot. To control the CA application, I recommend you place a drop of CA on a piece of plastic, then transfer a "droplet" to the knot with a piece of thin wire (your shroud wire is handy) or a tooth pick. Use just enough to wet the knot. Finally trim the cord with sharp scissors or an electric hot knife for the purpose.

#2 Luff Rings with Wire: Manufactured wire loops or "luff rings" work well also, and are available from the usual purveyors of radio sailing products. They would be easy to make for DIY guys. Some that break-down their masts for travel regularly prefer these metal rings as time savers. This link is one USA offering [here](#), and the image tells the story of how they work. There is no shrinkage of course, but there is no adjustment either, unless you bend your own.

#3 Luff Ties with Velcro: I like my shop time and experimenting with different ways to accomplish tasks. While I am just about the only skipper doing it, I've chosen to use Velcro for this mast loop function because it doesn't stretch and is so easy to adjust. The light-duty Velcro product that I prefer is Velcro (brand) - "One Wrap thin ties" (about \$5 for a large quantity), and I cut it to strips 6mm x 63mm. I

place the “loop” Velcro face inside to touch mast and the “smooth” face outside to touch sail. To finish, I wrap electrical tape around the loop so the exposed Velcro end cut can’t snag the topping lift. I have to cut a slot in the sail to accommodate the Velcro, and I reinforce this new slot with sticky-back Dacron both sides of sail. Set it and forget it, “no shrinkage”.



Left is the very thin Velcro product Joe recommends for luff ties, next is a luff tie cut to 6mm x 63mm, then a luff tie sized for a mast, the Velcro tie before cut to size for luff tie (loops side up), and then a 11mm mast and a scale. Bob Wells image.

Finally, if cussing relieves stress for you then it serves a useful purpose, and is another tool for you to find equilibrium. However, if others are present consider if you are being offensive to them and adjust accordingly. Don't be an ass about it.

I apologize for keeping this column short and direct, but the editor tells me radio sailors have attention spans that are too short to allow a full dissertation on ideal mainsail gaps to limit turbulence from windward leakage to the low-pressure leeward side. Speaking of spans, he forbids me to discuss Reynolds numbers also, which is too bad because I enjoy that subject so.

End